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17 March 1972

MEMORANDUM FOR THE RECORD

SUBJECT: U-2 For Ocean Surveillance

REFERENCE: [REDACTED]

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1. At the request of Mr. Charles Kropf (Navy, Rewson), a meeting was held in my office on 16 March, attended by Mr. Kropf, Lt. Comdr. Charles Kimble (Op Nav), Mr. Robert Wakefield (Op Nav), [REDACTED] and me to discuss this subject. It quickly became apparent that the Navy has no sensors to utilize in a feasibility test toward expanding Ocean Surveillance. The object of this meeting was to attempt to find whether we had, or whether we knew of the existence of, sensors which could be installed in the U-2 for feasibility testing. The Navy was after [REDACTED] (which they have tested), ELINT sensors, photo sensors with on-board processing and real time readout, [REDACTED]

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[REDACTED] we provided them what information we could. During the course of the meeting I stated that we had known about this project for something less than 10 days. The Navy representatives hastened to assure us that they had known about it for approximately the same length of time, which indicated that the U-2 was offered to them rather than requested by them.

2. Discussions of this subject were held approximately one year ago also attended by Mr. Kropf. At that time the Navy was given all the information available to OSA on the same types of sensors about which we were queried on 16 March. Mr. Kropf stated that he had left that meeting with the impression that the subject was dead, in that there were no existing sensors available for installation in the U-2 which could help in solving the ocean surveillance problem, and that the U-2 was not really a suitable vehicle for that purpose.

3. The effect of this loan of a U-2R aircraft to the Navy is to extend the period during which Article 058 will not be available for return to OSA. When Article 058 was loaned to the Air Force, it was intended for support of SAC since the [REDACTED] project was occupying one of SAC's articles. The [REDACTED] evaluation has been essentially completed, the [REDACTED] removed from the aircraft, and the aircraft is now used in training. This Navy project will tie up that

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USAF review(s) completed.

NAVY review(s) completed.

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that airplane in a non-SAC related project for at least an additional three months (including one month for modification and demodification of the aircraft), assuming that the two month period will suffice for Navy purposes. If there were ever an intent to return 058 to OSA, this should have been done upon completion of the [redacted] project, at which time that aircraft could have been made available to SAC. The action proposed in the reference tends to confirm the suspicion held throughout OSA that there never was an intention to return the fifth aircraft.

4. Considering past performance as well as the factors discussed above, I have a distinct impression that Colonel Hartley initiated this action with Admiral Moffett with the idea in mind of keeping one airplane tied up in order to justify retention of Article 058 as long as possible. This is the latest example of apparent efforts by Colonel Hartley and company to increase commitments of available U-2R assets beyond the capability of the Air Force to support and thereby have a lever to extract additional U-2R aircraft from OSA as opportunities occur.

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Deputy for Materiel, OSA

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